Detroit Intermodal Freight Terminal Project
Phase II – EPE/EIS
Work Plan

Draft Work Plan

Introduction

The Detroit Intermodal Freight Terminal Project Feasibility Study has concluded the project is feasible. And, the Michigan Department of Transportation has issued notice that it will conduct Early Preliminary Engineering and prepare an Environmental Impact Statement as the next step in the process. This work plan has been prepared in response to that decision. It follows MDOT's Preconstruction Tasks List as follows:

- Task 211M – Conduct Meetings/Communications
- Task 2120 – Prepare Traffic Analysis Report
- Task 2160 – Prepare Scoping Documentation
- Task 2310 – Conduct Technical SEE Studies
- Task 2320 – Conduct EPE Aerial Photography and Mapping
- Task 2330 – Collect EPE Geotechnical Data
- Task 2360 – Prepare DEIS
- Task 2380 – DEIS Public Availability/Public Hearing
- Task 2510 – Determine Recommended Alternative
- Task 2530 – Prepare FEIS
- Task 2550 – Obtain ROD
- Task 2810 – Conduct Project Area Contamination Survey (PACS)
- Task 2820 – Conduct Preliminary Site Investigation (PSI) for Contamination

The work plan is consistent with FHWA's Advisory T6640.8A, the National Environmental Policy Act (NEPA) and all applicable laws, regulations and Presidential Executive Orders. It will produce quality EIS/EPE documents that are "publish ready." It will focus on: (1) establishing an appropriate and sustainable purpose and need for the project; (2) developing an appropriate range of alternatives that satisfies the NEPA process, including Transportation System Management (TSM) options and the No Action alternative; (3) coordinating the environmental and engineering efforts in a dynamic way; (4) involving the public in a meaningful way; (5) satisfying regulatory agencies; and, (6) ensuring that the process has been properly documented.

Task 211M – Conduct Meetings/Communications

The DIFT EPE/EIS Phase will involve an extensive program of meetings and communications including those with: (1) the local community; (2) the general public; (3) the media; and, (4) the project's Technical Team and Steering Committee. Each is discussed next.

Local Community

A Local Advisory Council was formed during the Feasibility Study. It includes more than seven dozen people and will remain open for others to enroll. The Council will be convened no less frequently than quarterly during the project to provide input and guidance to the preparation of the EIS. Each meeting will be preceded by an agenda distributed at least a week in advance. Key issues to be addressed include air quality, noise, and traffic-related impacts associated with DIFT development through Rail Strategy 3, as refined. Notes will summarize each gathering of the Local Advisory Council and the project's technical reports will be prepared to be responsive to this input, to the extent possible.

One field trip (likely to Chicago) will be conducted for the Local Advisory Council so members can experience directly the nature and effects of intermodal activity, particularly on the surrounding community. The field trip will be conducted by bus over the course of one day (i.e., no overnight stay). MDOT's consultant, Arbor Vista Transportation, will orchestrate this event.

The local business community will be briefed no less frequent than quarterly throughout the project. These meetings will be in addition to those of the Local Advisory Council. Key issues to be addressed include acquisition, relocation and the economic effects of DIFT development through Rail Strategy 3, as refined. Notes will summarize each gathering and the project's technical reports will be prepared to be responsive to this input, to the extent possible.

An office will be established in the DIFT Project area. It will be opened up to two days per week, from 10 a.m. to 4 p.m. and from 2 p.m. to 8 p.m. on alternate days. It will include a full complement of project materials, including maps, brochures, reports and the like.

General Public

Three public forum-type meetings will precede the EIS public hearing. There will also be one wrap-up public forum in the last month of the project. Each of these public meetings will be preceded by mailing notices to 5,000± residents in the local community as well as to every local, state and federal elected official representing the area. Each notice will be in English, Spanish and Arabic. Appropriate media advisories will be issued to also announce these public meetings. A formal public hearing will be held in the 16th month of the project. It is discussed further in Task 2380.

Quarterly briefings will be held for the public's federal elected officials and/or their representatives. SEMCOG will schedule and facilitate these meetings. Efforts will be made to brief quarterly state elected officials as well. Likewise, quarterly briefings will be held with the appropriate divisions of the cities of Detroit and Dearborn and SEMCOG. Notes will be prepared to summarize each meeting. Members of these governmental units will also be invited to join the tour of Chicago Intermodal facilities or the choice to participate in a separate one.

Media

The Consultant, in cooperation with MDOT, will develop a proactive media strategy and implement it. The media, both print and electronic, will be contacted throughout the process to provide a steady stream of information. This includes contact with reporters, news directors and editorial writers, in the following areas:

- Outreach to free media to promote awareness and coverage of project milestones, public information meetings and other media events, as appropriate.
  - Coordination of interviews with key project spokespeople on-site during public events, and at other points throughout the project, if appropriate.
  - Briefing of key spokespeople prior to media interviews regarding the outlet, possible questioning, audience etc. to ensure all communications opportunities are used to maximum effect.
- Raising awareness through paid media vehicles, in an effort to penetrate the target audience as thoroughly as possible. These vehicles would include, but not necessarily be limited to:
  - Newspaper advertising;
  - Brochures;
  - Additional public notices as needed, including radio PSAs and Posted Public Announcements.
- Coordinating response to the media through:
  - Contributing to the media relations program through the development of strategies, tactics and materials such as fact sheets, backgrounders, question and answer documents and news releases, as appropriate and required.
  - Monitoring appropriate media throughout the project to identify opportunities and issues that warrant a communications response;
  - Providing a point person to coordinate all media responses;
  - Developing briefing materials regarding the nature of the media inquiry or details of the opportunity.

All written communications (e.g., press releases, media advisories, background pieces, and the like) and media meetings will be coordinated with MDOT's Director of Communications and the DIFT Project Manager. Monthly communication team meetings with the Director of Communications and DIFT Project Manager will be conducted to facilitate coordination.

Technical Team/Steering Committee

Monthly meetings will be held in Lansing and Detroit with the DIFT Technical Team and Steering Committee, respectively. Each meeting will be preceded by an agenda distributed a week in advance. Notes will be prepared to summarize each gathering.

Other Communication Instruments

To establish a broad base of communication, the project's Web site will include all public announcements/documents. Brochures and video presentations will also be prepared for public dissemination. All public documents will be in English, Spanish and Arabic. While only the English version will be placed on the Web, other versions will be available upon request. All copies will be without charge to the public. A record of key events will be maintained and provided quarterly to MDOT. It will also be complied as a final project deliverable.

Task 2120 – Prepare Traffic Analysis Report

This EPE/EIS project will take the results of the DIFT Feasibility Study, examine its recommendations, re-evaluate them in more detail, perfect them and obtain the required approvals to move forward into the design phase. The analysis will include a re-examination of the terminal's size and layout, the location(s) of terminal gates, as well as the terminal's activity forecasts. The re-examination, conducted in cooperation with MDOT's consultant, Arbor Vista Transportation, will be completed within the first 90 days of the project. Its conclusions will be used to refine the CORSIM/SYNCRO traffic analysis of the local area roadway network. The travel analysis will also be sensitive to any new local developments that may be evident since the Feasibility Study began. To the extent necessary, and in cooperation with MDOT, additional traffic counts and its survey work will be conducted to best reflect current and expected conditions. The traffic analysis will be coordinated with MDOT's I-94 FEIS project to ensure consistency in forecast year, growth assumptions, etc. The DIFT EPE/EIS will pay particular attention to Springwells Avenue at both I-75 and at the truck-only road; John Kronk Street at Livernois; and, I-94 at Wyoming Avenue and Livernois Avenue. Traffic analysis of the freeway will be done with HCM software to support “Break in Access” studies, also known as “Interchange Justification Studies,” where appropriate.

A Traffic Analysis Report (TAR) will be prepared. It will cover the detailed traffic information for 2025 for the No-Action Alternative and Rail Strategy 3, as refined, in order to determine design requirements and noise and air quality impacts.

Task 2160 - Prepare Scoping Documentation

Federal guidance states: "There shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. This process shall be termed scoping." (Council on Environmental Quality [CEQ] Regulation 40 CFR 1501.7.) Scoping confirms the alternatives to be examined and identifies key issues by answering the following questions: 1) What is the purpose of and need for the project? 2) Have all affected parties been identified? 3) Are the proposals to address the need coherent? 4) Has the list of issues been identified, at least initially? In addressing these questions all significant issues requiring in-depth analysis will be determined, including the connected and cumulative/secondary effects of the proposed action. So, this task will develop, in cooperation with MDOT, a Scoping Informational Packet as a basis for coordination with all appropriate federal, state, and local agencies that have regulatory or review authority, or otherwise have a stake in the outcome of the project.

This effort will also establish whether there will be any "cooperating" agencies with the Federal Highway Administration in the EIS preparation. Past contact with the Surface Transportation Board, which has some jurisdiction over railroad issues, has indicated it does not choose to be a cooperating agency; this needs to be officially confirmed as early as possible.

A formal scoping meeting will be conducted, with a Scoping Informational Packet provided to all involved. It will include an explanation of scoping; the procedures to be used in the analysis/evaluation; a discussion of the purpose of and need for the project; and, the clearly stated position that "no decision has been made" on the project's outcome. Those to be involved in scoping will include relevant state and federal agencies; local government officials; affected parties, including the general public and the business community; and, emergency personnel such as police, fire and EMS. A portion of the meeting will be devoted to a tour of the area so agency representatives can gain an understanding of the social, economic, and environmental conditions first-hand. Based on the scoping process, all input will be acknowledged in writing and it will be used to influence the overall EPE/EIS work.

An important part of the Scoping Informational Packet is the "Purpose and Need" statement. It will be both comprehensive (Why now? and Why Southwest Detroit?) and specific (What infrastructure is needed?). It will explain why the proposed action is being pursued and define possible refinements to Rail Strategy 3, some of which were identified in the Feasibility Study. It will include charts, tables and other illustrations to help avoid lengthy discussion and circular reasoning. It will guide development of the proposed action including the geographic and temporal extent of cumulative and secondary

impacts. It will aid in gaining agency concurrence at the earliest point in the NEPA process. The "purpose and need" statement will be refined throughout the EIS/EPE work. This very important section of the environmental document will then be incorporated into the EIS and, like all project documents, posted on the Web.

Scoping will include the first point of concurrence with the U.S. Army Corps of Engineers for the Section 404/NEPA concurrence process. The first point of concurrence covers the project purpose and need. With Rail Strategy 3 advancing as the preferred alternative, the second point of contact covering alternatives considered will likely also be covered with the Corps at this time. The final point of contact (recommended alternative) would occur with the submission of the Final EIS.

Task 2310 - Conduct Technical SEE Studies

Analysis of the social, economic and environmental effects of the alternatives is the scientific and technical underpinning of an environmental document. A number of separate reports will be produced toward this end by following state and federal laws, regulations and guidelines and by consulting with MDOT. These include: FHWA's Technical Advisory 6640.8A; Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations;" MDOT's Noise Policy; air quality conformity requirements; ASTM E1528-93 (covering hazardous material site assessments); prescribed wetland analysis techniques; and, specifications for the survey of above-ground (i.e. historic/architectural), and archaeological resources.

The SEE studies will make extensive use of comparative tables and matrices to summarize clearly the differences between alternatives. Supporting methodologies used in reaching conclusions will be provided. Mitigation measures will be discussed in appropriate detail. Below is a summary discussion of the approach to each of the NEPA analysis categories in the order normally considered in an MDOT EIS.

It is important to note that while a number of the following issues will be limited to direct impacts within a defined project footprint, economic impacts and secondary/cumulative effects cannot be that narrowly limited, and will be analyzed from broader perspectives.

Traffic and Transportation – The Traffic Analysis Report produced in Task 2120 will be summarized in the EIS. Level-of-service changes will be a focus of this analysis, together with improved safety. Work will build on the analysis performed in the Feasibility Study, plus any adjustments in terminal activity, gate locations and volumes of traffic resulting from more detailed information related to site layout and operations. The latter will be provided by Arbor Vista Transportation. Break-in-Access studies will be

performed at locations along I-94 and/or I-75 where significant interchange modifications are proposed.

Relocation – The Conceptual Stage Relocation Plan will be prepared by MDOT/Real Estate Division. The data to be developed, in part by the Consultant, will be sufficient to prepare the displacements/relocation section of the EIS. All acquisition and relocation work will be consistent with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Analysis will be based on detailed aerial photography showing proposed relocation areas in relation to dwelling units and businesses. The analysis will differentiate between full versus partial relocations. The character and composition of the affected residential area will be examined using U.S. Census and other available socioeconomic data, field observations, and information brought forward by those affected. The potential of relocating residential displacees within the project area, possibly on remnant parcels, would be determined. Business relocation data will involve employment estimates and the availability of land suitably zoned for those uses to be relocated.

Social Impacts/Community Cohesion – This analysis will examine how the "footprint" of improvements could disrupt key segments of the community and/or important access patterns. Analysis will determine whether there are any deleterious impacts on school access, bus routes, emergency service access areas or coverage, and other forms of community interaction. The character and composition of the area's population will be examined using U.S. Census information and other available socioeconomic data. Principal focuses will be the area affected by the proposed perimeter road, the possible Lonyo and Central underpasses of the rail yard and the area affected by the proposed Truck-Only Road. This impact section will also address considerations related to pedestrians and bicyclists. Documents will be reviewed to assure consistency with any planned bicycle routes and pedestrian facilities. All new work would be sensitive to maintaining or improving bicycle and pedestrian access.

Environmental Justice in Minority and Low-income Populations – Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations" was written to protect low-income, minority and special needs populations from bearing an undue proportion of negative impacts from federally-funded projects. At issue is the continued siting of facilities, including transportation facilities, in low income, minority and special needs areas. This issue, addressed in the Feasibility Study, will be revisited here using the new U.S. Census data, and cooperation with SEMCOG.

Economic Impacts – Expansion of the terminal will be associated with construction and long-term jobs. It will affect the economy of the local area and the region by making freight transportation more efficient. Arbor Vista Transportation will take the lead in measuring these effects. This includes the effects of infrastructure improvements and the conversion of land to public ownership with its attendant effects. The EPE/EIS Consultant will participate in the analysis process and will review the results.

Land Use, Urban Development, and Associated Secondary Development – The direct effects on land use of the terminal's expansion and transportation facilities to serve it will be measured. This translates into relocations and the number of acres of land taken by category. Interviews will be conducted with rail industry representatives and local officials to determine the degree to which secondary development has followed intermodal facilities elsewhere, such as at Chicago's 59th Street Rail Yard or at Willow Springs, Illinois.

Noise – The Consultant will use FHWA's Transportation Noise Model (TNM) in this analysis. It will be supplemented by guidance for locomotives and rail cars provided by U.S. DOT. Use of the Railway Noise Model Version 3.1 (beta) under development at the University of Central Florida will be used, if it has advanced sufficiently for productive use in the EIS. This work will determine which sensitive receptors will experience noise levels that approach or exceed established noise abatement criteria in the area around the intermodal facility. The sites at which that occurs will be evaluated in terms of MDOT's Noise Policy to determine whether abatement is feasible and reasonable. If it is, the TNM will be used to determine preliminary design of noise walls or berms.

Air Quality – The region's status relative to National Ambient Air Quality Standards (NAAQS) will change if EPA's 8-hour ozone standard is implemented (based on conversations with EPA in Chicago and SEMCOG). If the 8-hour standard is imposed, the region will shift from "maintenance" to "non-attainment." The shift could affect the type of air quality conformity analysis that is performed for the EIS; however, there is now no specific procedure for determining conformity for projects like DIFT. Nevertheless, the Consultant believes the project's air quality review will be managed as that of a special generator. It this case, the local, airshed models used in the Feasibility Study will be re-applied as affected by refinements in Rail Strategy 3. In any case, this analysis will be performed in consultation with SEMCOG, FHWA and EPA. SEMCOG is responsible for assessing the conformity of the regional analysis included in their Transportation Improvement Program (TIP) and Long-Range Plan. FHWA and EPA will then conduct the review approval process.

In addition to air quality conformity analysis, carbon monoxide (CO) impacts with respect to the NAAQS will be determined, using CAL3QHC for intersections and CALINE3 for free flow sections, together with emission factors from MOBILE6.

Secondary/Cumulative Effects – Analysis of these issues will follow the general principles in "Considering Cumulative Effects" prepared by the Council on Environmental Quality, January 1997. That document presents CEQ's principles related to scoping, description of the affected environment and the analysis of environmental consequences. These principles focus the analysis on the relationship of <u>past and future actions</u> on resources, ecosystems, and human communities in order to address their sustainability.

The area to be covered in this CEQ analysis framework will be determined in consultation with MDOT early in the analysis process. Coordination will also occur with the I-94 FEIS project to ensure consistency in analysis areas and methods.

Survey for Rare, Threatened, and Endangered Species – As the proposed project will be wholly located within existing right-of-way or developed urban lands, the first step in this subtask will be to consult with MDOT staff biologists and then the Endangered Species Coordinator of the Wildlife Division of the Michigan Department of Environmental Quality (MDEQ) to determine the nature of field analysis required. The Michigan Natural Features Inventory (MNFI) will be consulted and coordination will occur with Wildlife Service. Any survey work that is required will be performed by certified botanists and/or wildlife biologists following the "Guidelines for Conducting Endangered and Threatened Species Surveys" issued by MDEQ. All survey work will be coordinated with the U.S. Fish and Wildlife agency, MDEQ Endangered Species Coordinator and MDOT to ensure that all work fully discloses potential impacts to species and/or habitat. If there are potential impacts, then an evaluation to detemine if the species will be jeopardized will determine possible actions including mitigation.

Wetlands –The Consultant will delineate all wetlands, determine their functions and values, and determine impacts and required mitigation. The Consultant will search for mitigation opportunities, as appropriate. Priority will be given to wetland restoration versus wetland creation. This effort will involve coordination with the U.S. Army Corps of Engineers, MDEQ, U.S. Fish and Wildlife, and U.S. EPA, and will determine the need for permits under Section 404 of the federal Clean Water Act and parts 31, 301 and 303 of the Michigan national Resources and Environmental Protection Act. The opportunity for a walk-through of the area will be afforded these agencies if wetlands are delineated. If they are, the Consultant will develop a draft Wetland Mitigation Plan for the DEIS and a Final Wetland Mitigation Plan for the FEIS. The Final Plan will include a conceptual drawing of the site(s), cross-sections, and a written mitigation program that addresses how the created site(s) serves to replace the functions and values of the wetlands affected by the project. The written plan will address appropriate state/local typical vegetation and seeding methods, replacement ratios and monitoring requirements, referring to MDOT's standard monitoring plan.

Water Quality, Hydrology and Floodplains – The project will be evaluated for its potential water quality impacts, particularly with respect to any required permitting. This will include a description of ambient conditions of water bodies and the likely impact expected.

The primary purpose of an analysis of impacts on hydrology is to protect potable water sources (wells and aquifers), aquatic life, and recreational amenities. A second issue is the potential for a transportation improvement to be flooded or to cause flooding. Analysis will cover the economics of structure hydraulics as necessary.

Any effects on the floodplain will be documented. Location hydraulic studies required by 23 CFR 650, Subpart A, will include a discussion of the following items commensurate with the level of risk for environmental impact for each alternative that encroaches on an existing floodplain: (1) flooding risks; (2) impacts on natural and beneficial floodplain values; (3) probable incompatible floodplain development (i.e., any development that is not consistent with the community's floodplain development plan); (4) measures to minimize floodplain impacts; and, (5) measures to preserve and restore natural and beneficial floodplain values. The size and location of existing and proposed drainage structures will be shown on the EPE drawings. Impacts will be reported in the environmental documentation sufficient to satisfy Executive Order 11988, "Floodplain Management," and ensuing regulatory guidance. In particular, MDOT's form for economic assessments of structure hydraulics will be used to summarize information. A preliminary drainage plain will be prepared to ensure that the possible increased runoff from the project's increased impervious surface including any paving of the railroad terminal surface can be accommodated within the project footprint.

Parklands – The procedures of Section 4(f) of the Department of Transportation Act of 1966 and Section 6(f) of the Land and Water Conservation Fund Act of 1965 will be applied to assess direct and indirect effects on public recreation lands. Displacement of resources due to the destruction or alteration of sites will be identified as a direct impact. The potential alteration or isolation of recreational land with respect to its surrounding environment and its users will be assessed and the significance of impacts evaluated. Views of the "owner" of the land involved will be sought. Recreational land that could be affected, directly or indirectly, will be described and mapped.

A detailed 4(f) analysis is required if the project will "use" (as defined by the courts) parklands or public recreation areas or cultural resources on, or eligible for, the National Register of Historic Places (see next section). If no prudent and feasible alternative exists, and if 4(f) land were to be used by the project, a 4(f) statement will be prepared and included in the environmental document. The ballfields associated with the parochial school (St. Hedwig) will be particularly reviewed for 4(f) status as it may be impacted by noise.

Historic, Archaeological, and Cultural Resources – Urbanization in the study area was initiated as a direct result of railroad development originating with the creation during the late 1850s of the junction between the Michigan Central and Southern Railroads and the Grand Trunk Railroad. This was followed, in the early 1870s, by the establishment of the Michigan Central repair yards and Michigan Wheel Works. Through the World War I period, land use in the area was dominated by a combination of railroad and brick yard developments. Residential growth was largely restricted to the area along roadways to the south and east of Livernois Avenue and Vernor Highway. This dynamic remained virtually unchanged until the 1919 establishment of the Ford Motor Company's Rouge River complex. U.S. Census records (1940) fix the median date of housing development in the DIFT project area to a

1921-1929 setting. Visual examination of the project confirms that this distribution has remained largely unchanged.

In this context, the EPE/EIS cultural resources assessment will entail both archaeological and above-ground (historic/architectural) resources evaluation. In the archaeologic area, ground conditions and existing land use regimens are such as to likely preclude invasive field activities. Therefore, refinement of the record compiled in the Feasibility Study of identified archaeological sites will be implemented through detailed historical records research relative to both the surrounding neighborhoods and railroad features within the project and the Area of Potential Effect (APE).

As established through previous discussions with the State Historic Preservation Office (SHPO) the project APE will be defined as encompassing a "one block" area or a distance of 300 feet extending outwards from the actual project in all areas presently subject to industrial usage. This will be reconfirmed in the Project's first month with the SHPO. To the extent appropriate, contact will be with the Advisory Council on Historic Preservation. This will be key to further analysis and the level of effort of this subtask will vary if the APE is changed from the current definition.

Above-ground studies will photodocument and assess National Register of Historic Places (NRHP) eligibility potentials of all existing structures and buildings (over 50 years old) within both the actual project and project APE

If it is found that there are adverse effects on properties protected by Section 106 of the National Historic Preservation Act (properties on or eligible for the National Register of Historic Places) or Section 4(f) of the National Transportation Act of 1966 (parklands), then a Draft Section 4(f) Evaluation will be prepared as noted above. It would likely circulate with the draft EIS. The Final Evaluation would occur with the FEIS and will document that there is no prudent and feasible alternative to use of Section 4(f) land and that all possible planning has occurred to minimize harm.

Hazardous Waste/Materials – This work will investigate parcels of property for the presence of environmental contamination. A Project Area Contamination Survey (PACS) was conducted for the DIFT Feasibility Study. The PACS included a review of environmental and historic records for sites that were anticipated to be acquired for terminal expansion and those that might affect the project. The PACS did not include any on-site inspections for contamination or interviews with business owners or occupants. Therefore, on-site inspections and interviews of potentially affected commercial/industrial sites will be conducted as the first step in the EPE/EIS phase of work. With on-site inspections completed, the next step will be to conduct a Preliminary Site Investigation (PSI) which involves: 1) on-site sampling and testing for contamination impacts at locations identified as potentially impacted; 2) confirmation of the presence of surface and subsurface contamination; and, 3) preparation of a plan

including an estimate of costs to manage or remediate contamination. Additional information concerning these two tasks is presented in Tasks 2810 and 2820.

Visual/Aesthetic Conditions - Visual effects of the project can affect the macro scale of the community, as well as the micro scale. These changes will be characterized in terms of view "of the improvement" and "view from the improvement." A key element of change will be the perimeter road along the north project edge and its vegetative buffering of the site from adjacent areas. Other key elements are the retaining walls along the truck-only road; bridges that are reconstructed; and, noise walls wherever they may be constructed. In conducting this analysis, the Consultant will follow the draft policy related to aesthetics (September 2000) promulgated by the Michigan Transportation Commission, and any updates to this document.

Energy – Guidance in FHWA Advisory 6640.8A will be followed in providing analysis of energy use.

Construction – Construction activities result primarily in short-term environmental impacts, although the long-term effects of resource consumption, disruption of substrata (groundwater or contamination), and economic losses are also possible. Short-term impacts include disruption of traffic, increased noise, localized degradation of air quality, vibration, reduced access to properties, and other less noticeable inconveniences. These effects will be documented in the EIS along with phasing of the preferred/recommended alternative for implementation. To establish priorities for construction staging, access, safety and business/neighborhood impacts will be reviewed.

Permits – A number of permits could potentially be required with project implementation. The DEIS will enumerate potential permits. For example, stormwater from sites to be acquired may be subject to National Pollutant Discharge Elimination System (NPDES) permitting. Permits would be required for wetlands and stormwater discharges during construction. Applicable are sections 401, 402(b) and 404 of the federal Clean Water Act, and parts 31, 301, and 303 of the Michigan Natural Resources and Environmental Protection Act.

Other Services – It is understood by the Consultant that there are several areas where major work efforts would occur only after approval: final wetland mitigation plans and specifications; and, additional Phase II cultural resource analysis. While the Consultant is prepared to perform these additional activities, it is understood that MDOT reserves the right to determine what course of action to take in the event any additional studies are triggered and will issue written instructions on how to proceed.

Task 2320 - Conduct EPE Aerial Photography and Mapping

While Wayne County aerial photography is appropriate for most planning needs, it can only provide two-foot contours. Given that much of the preliminary engineering to be performed involves over- and underpasses, more accurate vertical data are required. Aerial photography is available for purchase from Advanced Mapping Technologies who have already flown the areas needed. No new flights would be required. It is more cost-effective to purchase this photography than to send crews to the field. Field work is still necessary to calibrate the new photography and pick up additional detail, but much less field work is necessary than if the Wayne County photography were used. The coverage area of the new photography is shown on Figure 1. Additional ground survey work will be conducted around bridges, retaining walls and locations where noise walls are considered. This survey work is discussed in Task 2510.

Task 2330 - Collect EPE Geotechnical Data

The Consultant will collect geotechnical data from MDOT and other public sources. There are several key areas of improvement that will require new geotechnical data such as: areas where retaining walls may have to be constructed for the truck-only road; the Lonyo/Central underpasses; the perimeter road; and, the locations of noise walls. All will require site-specific geotechnical data to determine preliminary foundation-type estimates, slope and global stability analysis, and roadway design studies. For this work, a total of 20 soil borings will be performed at the following locations: Lonyo and Central; the truck-only road crossings of Central, Green, Waterman, Dix and Livernois; the truck-only road at Springwells; and, Kronk between Lonyo and Livernois.

Task 2360 - Prepare DEIS

The Consultant will develop a defensible environmental document. The DEIS will be concise and written in plain language. Potentially significant impacts will be the focus of the document. It will be analytic, not encyclopedic in that it will emphasize key issues. Detailed technical analyses will be included in separate reports and/or included as DEIS appendices, at MDOT'S discretion. They will be scientifically accurate. The DEIS will emphasize the comparison of alternatives, highlighting the impact differences between them.

The Draft EIS will include the following sections: 1) summary; 2) the purpose of and need for the proposed action; 3) alternatives to the proposed action (such as TSM actions); 4) affected environment and environmental consequences; 5) measures to mitigate impacts of the proposed action; and, 6) the public and agency involvement process, which will be kept as a record of key events throughout the project. The DEIS will be prepared with a thorough QA/QC review so the document is clearly written and easy to understand.

Figure 1

Copies of the DEIS will be printed in English, Spanish and Arabic in sufficient quantity of each language to meet distribution needs. The English version of the DEIS will be posted on MDOT's Web site. Spanish and Arabic versions will be available free of charge upon request. The DEIS and supporting technical documentation will also be submitted as camera-ready originals and in electronic format, with mapping and engineering drawings compatible with the MDOT Intergraph software system consistent with English standards.

Task 2380 – DEIS Public Availability/Public Hearing

This task allows the project to meet the legal requirements that a DEIS be made available to the public to allow all interested agencies and citizens the opportunity for review and comment on the project, thus ensuring that all views are heard and fully considered. Once approval by MDOT/FHWA of the DEIS is assured, the Consultant will submit a draft Notice of Availability to MDOT for transmittal to FHWA and then to EPA for publishing in the *Federal Register*. MDOT will prepare legal notices for publication in newspapers of general circulation.

With the availability of the DEIS, the Consultant will develop presentation materials for the public hearing which will include, at a minimum, a videotape presentation, brochures, exhibits, and the like. The Consultant, in concert with MDOT, will set the date, time and location for the public hearing(s). The Consultant will be responsible for distributing the DEIS with MDOT's approval for formal circulation.

The Consultant will be responsible for conducting the public hearing. The Consultant recommends two hearings on consecutive days at different locations, with each extending from late afternoon into the evening, perhaps 4:30 PM to 8:30 PM, to afford as many persons as possible the opportunity to attend. A certified transcript of each hearing event will be provided to MDOT and comments received during the public availability period (including the period after the public hearings) will also be officially recorded. An extra-long comment period is recommended (two months after the public hearing).

Both the comments received at the public hearing and those received before and during the comment period will be placed in a database. Some comments may be grouped and responded to by a single general response. Others will be unique and will require specific responses. The database will allow sorting of comments and will ensure thorough recording and responding to all comments. The responses to comments will be prepared in Task 2530.

Task 2510 - Determine Recommended Alternative

This task will advance an alternative(s) to design or it will recommend taking no action. The Consultant will provide sufficient information to MDOT to make a final recommendation that will be documented in the draft Recommended Alternative/Engineering Report.

Establishing a viable alternative for improvements "inside the terminal fence" includes a refined conceptual layout of the terminal (including track layout, locations of signals, switches, fuel facilities, lighting and the like), drainage, internal circulation and related improvements. The conceptual work will be conducted by Arbor Vista Transportation (AVT) with the preliminary design of the terminal layout, signals, switches, lighting and drainage done by the Consultant. The proposed DIFT railyard will be changed to a paved surface from the existing ground surface it is today. A drainage analysis of how to remove the additional runoff will be performed. The drainage analysis will be based upon the size of the proposed DIFT site and any preliminary track layouts developed by AVT. A preliminary storm sewer system will be determined and identified. The storm sewer system will need to outlet into detention basin(s) within the DIFT site. The drainage study will include preliminary sizing and locating the detention basin(s) along with determining a viable controlled outlet(s). This work will involve coordination with MDOT, AVT, the City of Detroit, and Wayne County to ensure all drainage design criteria are met and that the proposed drainage system works with the operations of the DIFT railyard. The Consultant will also assist AVT in preparing cost estimates of the conceptual design of the rail terminal.

The EPE/EIS Consultant will be fully responsible for all roadway and related improvements outside the terminal. This involves determining horizontal alignment, vertical alignment, grades, structure sizes and locations, structure approaches, roadway cross sections, vertical and horizontal clearances, traffic maintenance schemes, and construction costs for proposed roadway improvements "outside the fence." Also to be included in the roadway analysis are relationships to utilities, right-of-way requirements, environmental impacts, and the project development phasing and timetable. Any engineering of I-94 improvements that may directly affect the project area and that is being performed by others will be incorporated into the recommended alternative, if a construction alternative emerges from the DIFT EIS.

The EPE roadway design services outside the fence will be performed for the following improvements:

- Truck-only road from Springwells to Livernois
- Springwells/I-75 interchange
- Perimeter road from Wyoming to Livernois
- Turn lane from John Kronk Street (EB) to Livernois Avenue (SB)
- Grade separations from the rail yard of Central and/or Lonyo

- I-94/Livernois interchange improvements
- I-94/Wyoming interchange improvements

Plan, profiles and typical sections will be developed for public exhibits and to be included in the Recommended Alternative Report. To do so, the following work will be conducted:

- Three field site review visits.
- Coordination with Arbor Vista, the railroads, City of Detroit, Wayne County, and the City of Dearborn.
- Review of existing roadway geometrics, site investigations, and development of roadway alternates to MDOT and AASHTO guidelines.
- A level of utility investigation appropriate to the EPE phase of work to identify existing utility owners and any potential conflicts in areas of improvement or roadway realignments and proposed bridges, based on existing road/bridge plans and field investigation.
- Existing bridge investigation, including field investigation, to assess visual condition of bridges, review existing plans, and review any inspection reports for bridges which are affected by the alternatives being studied. This work does not include detailed field investigation such as measuring beam elements. It is based on the premise that existing plans and inspection reports are available.
- Study of proposed bridges including deck section, plan view and elevation.
- Identification of new signal locations.
- Preliminary hydraulic analysis on the DIFT site including the study of current roadway drainage within the limits of the proposed roadway improvements and the resulting proposals for corrective measures. This also includes terminal area on-site water drainage storage requirements to be by Arbor Vista Transportation and reviewed by the Consultant.
- Identification of ROW acquisition areas and proposed widths.
- Cost estimate for the road and bridge items in the preferred alternate.
- Review and comment on those proposals considered serious options to the preferred alternative that are supplied by outside groups.
- A complete 3D topographic survey of:
  - Lonyo (2,400 ft.) and Central (2,600 ft.) within the limits of the streets' reconstruction. The survey shall be performed from 15 feet outside of the existing ROW and include all above-ground features, storm sewers, and railroad clearances.
  - John Kronk from just west of Lonyo to Livernois. Survey width should be from 15 feet outside the north ROW to the south ROW.
  - The I-94 exit/entrance ramps, residential streets and Wyoming Avenue.

- The I-75 exit/entrance at Springwells.
- The I-94 exit/entrance ramps at Livernois.
- The railroad crossing at Springwells, including the area of the abandoned Wendy's (SE quadrant) where the truck-only road may enter.
- The proposed truck-only road at the railroad overpasses at cross streets (Central, Green, Dix, Waterman and Livernois) including clearance shots, roadway cross-sections, rail elevations, toe-of-slopes and abutment locations.
- The critical areas along the truck-only road between Springwells and Lonyo.

This survey list is a minimum and some extra locations may be required depending on the direction that the preferred alternate takes during the EIS phase.

Another important part of the engineering work will be phasing of the preferred/recommended alternative for implementation. To establish priorities for construction staging, access, safety and business/neighborhood impacts will be reviewed in cooperation with MDOT and Arbor Vista Transportation.

A Recommended Alternative/Engineering Report will be prepared for improvements outside the fence. It will include a description of the process that led to the conclusion and the supporting preliminary engineering. The report will include plan and profile sheets at half size (11x17 format) and include cost estimates on MDOT's project scoping checklist. Representative typical sections and clear view areas will also be provided. Cost data will be consistent with MDOT estimating forms. The report will also address project staging and maintenance of traffic.

When modifications are proposed to be made in access to the interstate system, "Break In Access" studies, also known as "Interchange Justification" studies, are sometimes necessary to demonstrate that the proposed changes do not have a deleterious effect on the interstate system. Changes proposed on I-94 at Livernois, I-75 at Springwells, or any other interstate location will be reviewed with the FHWA to determine where such studies are required. Then, they will be conducted and the results appropriately documented.

All maps and plan sheets will be transmitted to the client on magnetic tape or discs. The files will be accompanied by reproducible mylars of the recommended alternative and an index to all files. ASCII files of all ground coordinates and elevations used will be provided on magnetic tape or disc. Design work will be submitted, after a thorough QA/QC review, in a format compatible with Intergraph system software, consistent with English standards.

This task will also include developing conceptual design of Livernois streetscape enhancements. The consultant will meet no less frequently than monthly with CSX/NS and its representatives to coordinate

design of terminal improvements with the Livernois streetscape enhancements. Notes of each meeting will be prepared and submitted to MDOT. All meetings with the railroads will be scheduled in coordination with MDOT.

Three public-forum type (i.e., workshops) will be conducted to develop, refine and finalize the conceptual design. Each meeting will be scheduled in cooperation with MDOT. The first will be early in the project's second month. It will: introduce the team and its assignment to the affected community; gather information on neighborhood issues; and, assess community reaction to various streetscape treatments that influence the design elements to be stressed in keeping with the area's vision of the future and the needs of CSX/NS.

Three to five alternative Livernois Avenue streetscape plans will be developed based on internal meetings with MDOT and CSX/NS and the first public forum. The concepts will identify soft and hardscape material form, massing, patterning, colors and sizes of the proposed improvements. All improvements will be consistent with MDOT's Enhancement Grant guidelines. And, they will respect the terminal's needs in terms of access/circulation, lighting, and landscaping. They will also respond, to the extent practicable, to the site's position in the community and its vision of its image.

Each concept plan will be accompanied by colored graphics, sections and a preliminary construction cost estimate.

Before the concepts are presented to the public, meetings, scheduled in coordination with MDOT, will be held with CSX/NS as well as the City of Detroit's engineering officials.

The second public meeting will be conducted at the end of the project's third month when preliminary conceptual designs have been examined and are screened to an approach(es) that the consultant and MDOT believe meets the project's objectives.

The consultant will prepare background material, graphics, handouts and invitations to each meeting. Notes will also be prepared following each meeting and submitted to MDOT.

Based on the guidance of MDOT, and in response to coordination with CSX/NS, the City of Detroit and the public, the consultant will prepare a final conceptual design. It will be a blend of the most responsive elements of the alternatives developed in Task 2. Detailed conceptual layouts, section drawings, colored graphics and preliminary cost estimate will be prepared. The final conceptual design will be presented to the public 4½ months from the beginning of the project.

The conceptual design will then be incorporated into a draft Enhancement Grant proposal for delivery to MDOT. Letters of endorsement for the concept will be solicited from the City of Detroit, SEMCOG, CSX and NS. As appropriate, the consultant will assist MDOT in gaining financial support from outside sources, including CSX and NS.

Task 2530 - Prepare FEIS

This task will commence immediately following the public hearing and MDOT's approval to develop the FEIS. All necessary findings, agreements, or determinations, will be included. The final point (point 3) of concurrence for the Section 404/NEPA process would be concluded with the U.S. Army Corps of Engineers. Additional coordination with the appropriate agencies will be completed sufficient to resolve any outstanding issues and to define final mitigation commitments. The Consultant will assist MDOT obtain resolutions of support for the FEIS recommendation from those public agencies MDOT deems appropriate. Arbor Vista Transportation will assist in gaining the support of the FEIS from the Big 3 Auto Manufacturers and from the following Class I railroads: Canadian Pacific Railway, CSX Corp, Canadian National Railroad, and Norfolk Southern Corporation.

Comments from the public hearing will be summarized and addressed along with agency comments. A thorough QA/QC review will be applied to the FEIS. A final public information meeting will be held to inform the public of the recommended alternative.

Task 2550 – Obtain ROD

A draft Record of Decision (ROD) will be submitted with the pre-printed (electronic version) of the FEIS for MDOT/FHWA review to facilitate the finalization of the project. The ROD documents the decision-making process. Its acceptance and signing allows the project to advance to design.

Task 2810 – Conduct Project Area Contamination Survey (PACS)

The Project Area Contamination Survey (PACS) represents the first step in the due diligence process, which seeks to determine the environmental condition of a parcel of real property before it is acquired by MDOT. Additional due diligence in the form of a Preliminary Site Investigation (PSI) is required for certain parcels to confirm the presence of contamination (see Task 2820). A PACS was conducted for the DIFT Feasibility Study. The PACS included a review of environmental and historic records for sites that were anticipated to be acquired for terminal expansion and those that might affect the project. A total of 61 sites located within the proposed terminal expansion area were identified during the PACS. Environmental records were also reviewed for the Detroit-Livernois Rail Yard and other nearby facilities/sites.

The results of the PACS investigation indicate that many of the sites that could be acquired for terminal expansion have contamination impacts. The most common source of contamination appears to be leaking underground petroleum storage tanks. Many of the sites within the terminal expansion area have been used as automotive salvage yards or metal recycling facilities for a number of years. Additionally, several sites, including former clay pits, contain fill of unknown origin and quality. Sites that potentially contain the most fill were identified at six locations within the expansion area. The findings of the PACS indicate that additional investigation, including at a minimum, on-site inspections and interviews of owner/occupants of sites, will be required to assess the environmental condition of the expansion area. To this end, the scope for the EPE/EIS phase of work will consist first of on-site inspections and interviews of owners/occupants of commercial/industrial properties within the proposed DIFT expansion area.

This work will be coordinated with MDOT's Real Estate staff, which will be preparing the Conceptual Relocation Report. This approach provides business owners an early opportunity to state any unique problems (i.e., special zoning requirements, or proximity to raw material suppliers and/or customers, etc.) in relocating their business.

The results of the site inspections and interviews will be presented in an addendum report to the PACS. The PACS will form the basis for identifying parcels of property that will require a Preliminary Site Investigation (PSI) to identify potential contamination impacts.

Task 2820 – Conduct Preliminary Site Investigation (PSI) for Contamination

A Preliminary Site Investigation (PSI) will be conducted at selected sites identified by the PACS and addendum as potentially affected by hazardous or polluting materials for which access can be obtained. The PSI involves the collection and chemical analyses of soil and/or water samples from individual sites. Information gathered by the PSI is used to confirm the presence of surface and subsurface contamination and to assist in estimating the costs related to management or remediation of contamination.

The goal of cleanup of any lands that could be acquired for expansion of the DIFT is to protect human health and the environment by eliminating, reducing or controlling hazards posed by the site. Cleanup of contaminated sites in Michigan is regulated by Part 201 (Environmental Remediation) of the Natural Resources and Environmental Protection Act (1994 PA451, as amended). Cleanup standards are risk-based and reflect the potential for human health risk from exposure to potentially harmful substances at contaminated sites. The categories of land-based cleanup standards established by MDEQ include industrial and "limited industrial." The cleanup standards for limited industrial are less stringent than those for residential or commercial but require property use restrictions beyond zoning limitations or

exposure barriers (i.e., fencing, pavement) to prevent future exposure. These additional restrictions are typically recorded as "deed restrictions."

The limited industrial cleanup standards may be suitable for sites within the terminal expansion area. Properties to be acquired for the DIFT terminal expansion are to be used for container storage, the perimeter road, and as buffers to area neighbors.

Cleanup of sites within the DIFT may also be achieved with assistance from one or more of the government-sponsored brownfields programs. The U.S. EPA, State of Michigan, and local governments have programs to promote redevelopment of brownfields. These programs include the Clean Michigan Incentive Redevelopment Program, which is currently funding three projects in the vicinity of the DIFT, Brownfields Tax Incentive Program, and U.S. EPA-funded Brownfields Pilot Program.

The scope of work for the PSI will consist of investigations at approximately 15 sites that are suspected to have contamination impacts. These “targeted sites” are heavy industrial sites, such as scrap yards, auto salvage yards and manufacturing plants, and other sites that are suspected to contain contaminated fill. Contamination impacts from documented leaking underground storage tanks will not be investigated as part of the PSI, since investigation and cleanup of these sites are regulated by the state UST program. Prior to conducting on-site sampling and testing, an access agreement between the property owner and MDOT will be required. If such an agreement cannot be obtained, the subsurface drilling and sampling will be conducted in the adjacent public right-of-way, (with permission from the applicable public owner). The scope of work assumes that an average of three soil test borings will be conducted per site and that the borings will not extend beyond the upper twelve feet. Five samples per site will be analyzed for volatile and semi-volatile organic compounds, metals and PCBs. The actual number of samples, media tested, and testing parameters for each site will depend on the contaminant source(s), site conditions and other factors.

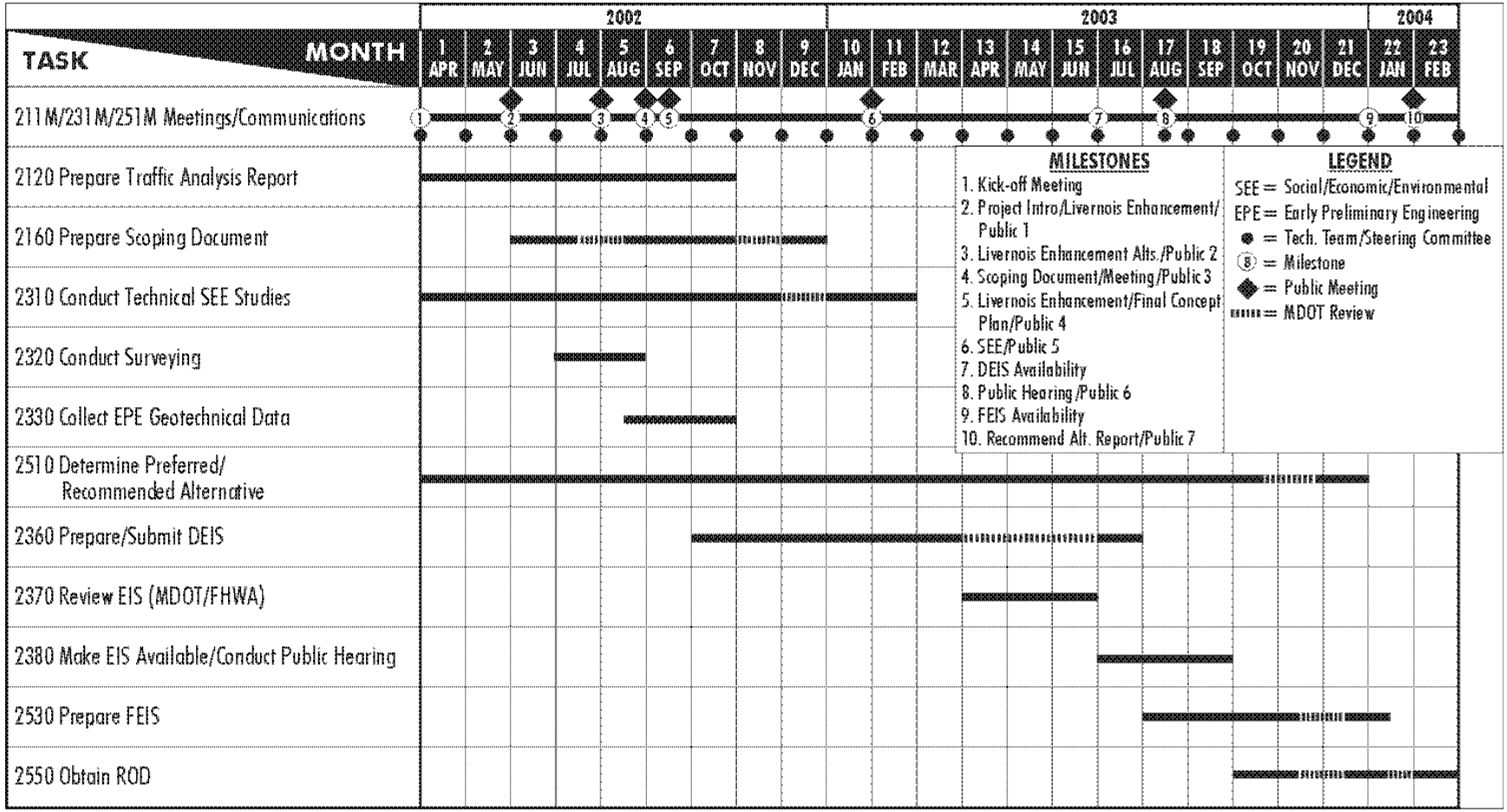
Senior Consultant personnel (Corradino) who are experienced in performing site investigations will conduct the PSI. Specialized services such as drilling and laboratory testing will be undertaken by a member of the consulting team (SOMAT).

Schedule

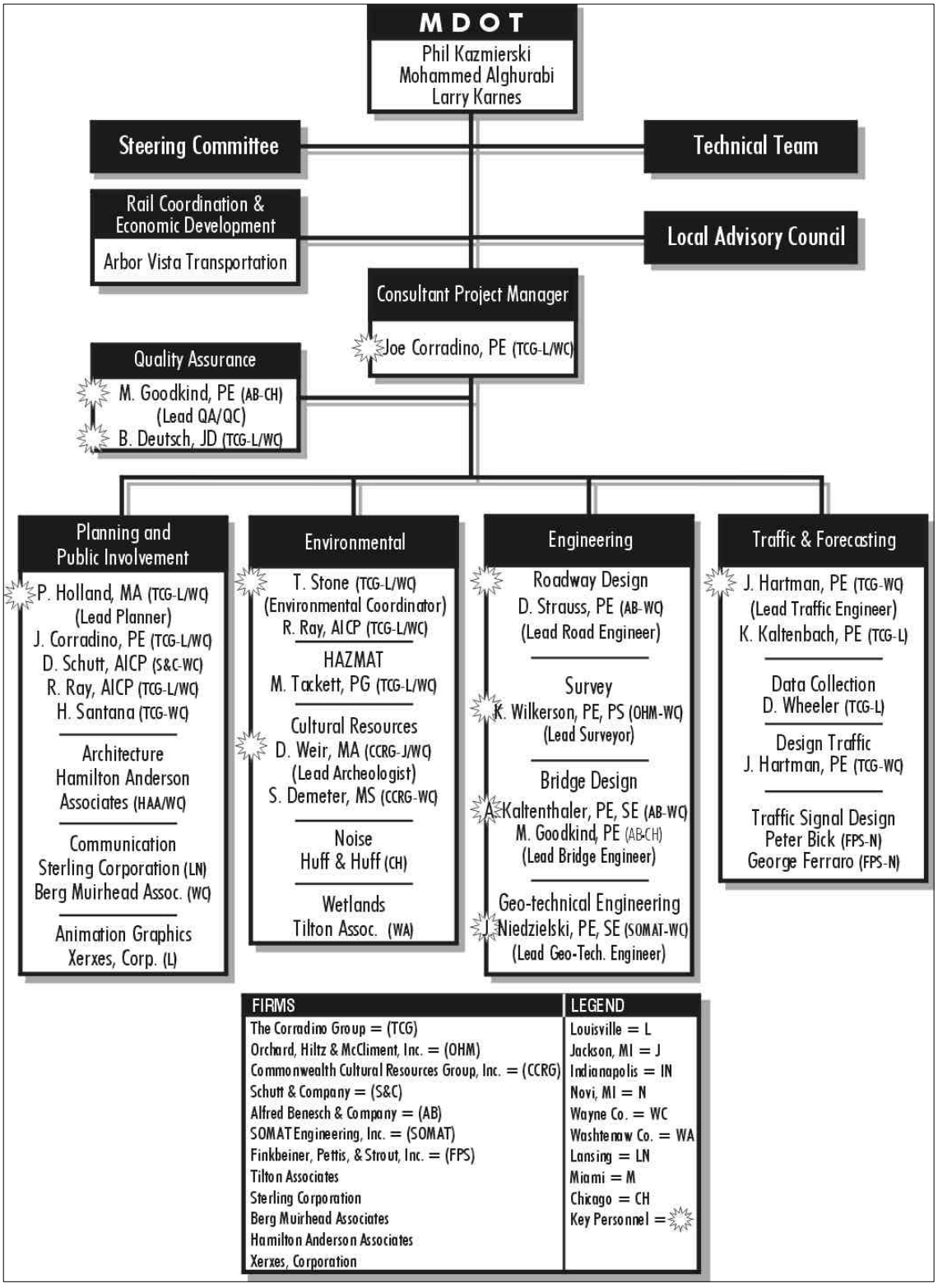
The DIFT EIS/EPE phase of work will be completed by the end of February 2004 (i.e. 23 months), perhaps sooner, if the review stages are more concise than now programmed (Figure 1). The delivery of milestone reports and the coordination of seven rounds of public meetings will keep the project on track and provide an audit trail of progress and accomplishments. The use of MDOT's Web site to present information "instantaneously" to all interested parties will enhance the project's ability to gain credibility and make progress.

The critical path of the project runs through the SEE Studies (Task 2310). It will be fed by the Traffic Analysis task (2120) wherein Rail Strategy 3 will be refined. The traffic analysis work will be completed by the end of October 2002. The basic SEE work will be finished by the end of February 2003. These two tasks will then feed the DEIS/Hearing/FEIS tasks leading to obtaining a Record of Decision and project completion. The DEIS will be ready for MDOT/FHWA review by July 2003. The public hearing on the DEIS is scheduled for August 2003, 16 months after the project begins. The FEIS is expected to be available for public review by February 2004 with the ROD to follow.

Figure 1
Detroit Intermodal Freight Terminal Project
EPE/EIS Schedule



Staffing
Detroit Intermodal Freight Terminal Project
Phase II: EPE/EIS



Detroit Intermodal Freight Terminal Project
Phase II: EPE/EIS
Index of Personnel

Name	Project Role
Key Personnel	
Joe Corradino	Project Manager, The Corradino Group
Pat Holland	Lead Planner, The Corradino Group
Ted Stone	Lead Environmental Planner, The Corradino Group
Doug Strauss	Lead Road Engineer, Alfred Benesch & Company
Al Kaltenthaler	Lead Bridge Engineer, Alfred Benesch & Company
Larry Feindt	Lead Project Surveyor, Advanced Geomatics
Jim Hartman	Lead Traffic Engineer, The Corradino Group
John Niedzielski	Lead Geotechnical Engineer, SOMAT Engineering, Inc.
Michael Goodkind	Lead Quality Assurance/Quality Control: Engineering, Alfred Benesch & Company
Burt Deutsch	Quality Assurance/Quality Control: EIS, The Corradino Group
Donald Weir	Lead Archaeologist, Commonwealth Cultural Resources Group
Other Personnel	
The Corradino Group	
Ken Kaltenbach	Traffic Modeler
David Wheeler	Assist with Data Collection
Richard Ray	Assist with Environmental Documents
Mike Tackett	Assist with Environmental Documents
Guy Corradino	Planning Support
Orchard, Hiltz & McCliment, Inc.	
Kenneth Wilkerson	Surveyor
Commonwealth Cultural Resources Group, Inc.	
Steve Demeter	Architectural Historian
Schutt & Company	
Deborah Schutt	Public Participation Coordinator, Data Collection Support
Finkbeiner, Pettis & Strout, Inc.	
Peter Bick	Traffic Engineer
George Ferraro	Traffic Engineer
Wetlands	
Tilton Associates	
Air Quality	
Huff & Huff	
Animation Graphics	
Xerxes Corporation	
Communications	
The Sterling Corporation	
Berg Muirhead and Associates	
Architecture	
Hamilton Anderson Associates	